

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 4539-01
Bill No.: SB 1260
Subject: Motor Vehicles; Law Enforcement Officers and Agencies; Roads and Highways.
Type: Original
Date: February 27, 2004

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
General Revenue	Unknown	Unknown	Unknown
Total Estimated Net Effect on General Revenue Fund	Unknown	Unknown	Unknown

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
State School Moneys Fund	\$0	\$0	\$0
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 5 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Office of Prosecution Services**, **Office of the State Public Defender** and the **Department of Public Safety** – divisions of **Missouri Highway Patrol** and **Capitol Police** each assume the proposed legislation would have no fiscal impact on their respective agencies.

In response to a similar proposal from this year, the **Department of Revenue** assumed the proposal would not fiscally impact their agency.

Officials from the **Office of the State Courts Administrator (CTS)** assume the proposal would allow an officer to stop a vehicle for non-compliance with the seat belt law if the violation is clearly visible to the officer without stopping the vehicle, and increase the fine from \$10 to \$25.

CTS assumes, depending on the degree of enforcement, there could be a significant increase in the number of cases filed. However, CTS has no way of estimating that increase. CTS states that any significant increase would be reflected in future budget requests.

ASSUMPTION (continued)

Officials from the **Department of Transportation (MoDOT)** assume the educational materials with revised law information would have to be redesigned and printed, but the cost will be absorbed by MoDOT. MoDOT officials state the federal TEA-21 reauthorization bills are currently being negotiated. One of the versions of the federal bill would allow a windfall incentive to states that pass primary seat belt enforcement laws. The maximum grant for states that enact a “safety belt use law” would be equal to 5 times the FY 2003 Section 402 formula grant. Missouri’s FY 2003 grant was approximately \$3.4 million. Therefore, the total incentive would be \$17 million. Until a bill is passed on the federal level, the fiscal impact to MoDOT is unknown, but would be either \$0 or \$17 million.

Oversight assumes the incentive is prospective and dependent on future events, and has excluded these revenues from the estimate of fiscal impact.

Officials from the **City of Springfield Police Department** state the proposal would result in additional revenues to the city from additional tickets being issued. They estimate the additional revenues to be \$1,500.

In response to a similar proposal from this year, officials from the **St. Louis Metropolitan Police Department (SLPD)** assumed fine revenue could increase.

Officials from the **St. Charles Police Department** did not respond to our request for fiscal impact.

Oversight notes that increases in fines which would go to school districts would be offset by reduced payments to those districts through the State Foundation Formula.

<u>FISCAL IMPACT - State Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
GENERAL REVENUE FUND			
<u>Savings – Reduced appropriations to State School Moneys Fund</u>	<u>Unknown</u>	<u>Unknown</u>	<u>Unknown</u>
ESTIMATED NET EFFECT ON GENERAL REVENUE FUND	<u>Unknown</u>	<u>Unknown</u>	<u>Unknown</u>

<u>FISCAL IMPACT - State Government</u> (continued)	FY 2005 (10 Mo.)	FY 2006	FY 2007
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STATE SCHOOL MONEYS FUND

<u>Savings</u> – Reduced distributions to school districts	Unknown	Unknown	Unknown
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<u>Losses</u> – Reduced appropriations from General Revenue Fund	(Unknown)	(Unknown)	(Unknown)
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ESTIMATED NET EFFECT ON STATE SCHOOL MONEYS FUND	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
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<u>FISCAL IMPACT - Local Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
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SCHOOL DISTRICTS

<u>Revenues</u> – Income from fines	Unknown	Unknown	Unknown
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<u>Costs</u> – Reduced distributions from State School Moneys Fund	(Unknown)	(Unknown)	(Unknown)
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ESTIMATED NET EFFECT ON SCHOOL DISTRICTS	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
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FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

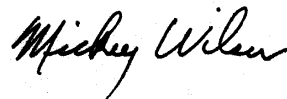
Currently, law enforcement officers cannot stop, inspect, or detain any person solely because he or she failed to wear a properly adjusted and fastened seat belt. The proposed legislation would allow law enforcement officers to stop a person for a seat belt violation if the violation is clearly visible to the officer without stopping the vehicle. Drivers in violation could be assessed a fine of \$25. Currently, the fine cannot exceed \$10.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Office of State Courts Administrator
Department of Transportation
Department of Revenue
Department of Public Safety
Missouri State Highway Patrol
Capitol Police
Office of Prosecution Services
Office of State Public Defender
Springfield Police Department
St. Louis Metropolitan Police Department

NOT RESPONDING: St. Charles Police Department



Mickey Wilson, CPA
Director
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